

NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM**17/EPOY-062**

| ITEM NR. | TRANSPORT WORK | THE LOADING PORT | THE DISCHARGING PORT | NET AMOUNT OF WORK (TONs) (A) | UNIT PRICE OF BID (EUR/TON)* (B) | TOTAL VALUE OF BID (EUR) (A*B) | BANDIRMA LAYCAN |
|----------|----------------------|--------------------|----------------------|----------------------------------|-------------------------------------|-----------------------------------|-----------------|
| 1. | MISC. BORON PRODUCTS | BANDIRMA (TÜRKİYE) | Uddevalla / Sweden | 3340.00 (+/- 5% ETİ option) | | | 18-22 May 2018 |
| 2. | MISC. BORON PRODUCTS | BANDIRMA (TÜRKİYE) | Szczecin / Poland | 1406.00 (+/- 5% ETİ option) | | | 18-22 May 2018 |
| 3. | MISC. BORON PRODUCTS | BANDIRMA (TÜRKİYE) | Liepaja / Latvia | 2085.00 (+/- 5% ETİ option) | | | 18-22 May 2018 |

NAME/TRADE NAME ⁽¹⁾*Stamp & Signature***NOTES :**

- 1.This form is sign by authorized personal.
2. The bidders who are not in our repertoire declare to accept terms and condition of Nr.2 type specification/contract [that is find on website www.etimaden.gov.tr] on the Bid Submission Form and the requested documents and information that seen in same place by ETİ would be deemed to have committed in order to recorded to repertoire.
- 3.The bids is given via the Bid Submission Form and this Form and its attachment that included details of shipping & transport are signed and cached.
- 4.The nomination of ship and the Bandirma ETA must be given within the bid submission form and the Bandirma ETA must be suitable to Bandirma LAYCAN.
If the ship nomination & the Bandirma ETA are not given by bidders or the Bandirma ETA is not suitable to Bandirma Laycan, the bids will be disqualified.
- 5.The bidder accepts all terms of Type 2 Specification/contract and the details of shipping and transport.
- 6.In case a bid is given by the real and legal persons which is notified as affiliation and/or connected with terrorist organization by security and intelligent authorities, their bids are invalid and if contract was signed, it will be canceled and both of these situations firms will be banned. Bidder/Contractors do not have any right in these cases.

Please fill below items.**Vessel IMO:****Last six cargoes:****Loading Port ETA:****ENC : DETAILS OF SHIPPING & TRANSPORT**

DETAILS OF SHIPPING AND TRANSPORT

1. The bidder will offer all of the work (items).
2. All of shipment shall be carried out from the loading ports/berths/terminals to unloading ports/berths/terminals by one ship and in the hold(s) of the ship and without a partial cargo.
3. The unloading will be made to buyer's berth is notified Buyer's agency.
4. All or some cargo could be transhipped directly into barge(s) and/or coaster(s).
5. The bill of lading(s) shall have got the phrases as 'Clean on Board' and 'Freight Prepaid' and B/L(s) shall be delivered to ETİ without delay.
6. Departure documents (bill of lading, master and mate receipts, cargo manifests) will be issued separately for first, second and third cargoes.
7. The holds will be reinforced with hatch cover marine tape (in min. 150 mm widths and at min. 5 mm thickness) or foam by the Contractor in order to minimize water leakage.

BASIS OF TRANSPORT : FIOST lashing/securing/dunnage

BANDIRMA PORT LAYCAN : 18-22 May 2018

Contractor shall be obliged to make available at BANDIRMA PORT, the ship that is suitable to the loading port/berth/terminal and to the discharge port/berth/terminal on 18-22 May 2018 following his reception of the transportation instructions from the ETİ.

ETA NOTICE : The ship shall report her estimated time of arrival (ETA) to loading and unloading ports to ETİ and sales@etiproducts.com at 7, 5, 3, 2 and 1 days intervals.

AMOUNT OF THE WORK : Total NET 6831.00 tons (+/- 5% ETİ option)

DETAILS OF PRODUCTS

UDDEVALLA

1600 tons KIR Etibor-48 in bulk,
250 tons KIR Etibor-48 in 1000 kg SINGLE & ONE LOOP BB with bottom valves (empty bags will be provided by İŞBİR / Boş torbalar İŞBİR'den temin edilecektir),
200 tons BAN NS Boric Acid in 1000 kg BB with bottom valves,
168 tons BAN NS Boric Acid in 25 kg FFS type bags on 1050 kg pallets (with cardboards),
72 tons BAN Borax Decahydrate in 25 kg bags on 1200 kg pallets (with cardboards),
800 tons KIR Etibor-68 in 1000 kg big bags + PE inner bags with bottom valves,
200 tons BAN Ground Colemanite (-75mic) in 1000 kg BB WITHOUT bottom valves,
50 tons BAN glassy Boron Oxide (-60 mesh) in 500 kg big bags WITHOUT bottom valves
3340.00 tons

SZCZECIN

550 tons BAN NS Boric Acid in 1000 kg BB + PE inner bags with bottom valves,
400 tons BIG Ground Colemanite (-75 micron) in 1000 kg big bags + PE inner bags with bottom valves,
168 tons BAN NS Boric Acid in 25 kg FFS type bags on 1050 kg pallets (with cardboards),
144 tons BAN Etibor-48 in 25 kg FFS type bags on 1200 kg pallets (with cardboards),
72 tons BAN Borax Decahydrate in 25 kg bags on 1200 kg pallets (with cardboards),
72 tons BAN Etidot-67 in 20 kg craft bags on 720 kg pallets (with cardboards),
1406.00 tons

LIEPAJA

96 tons BAN Etibor-48 in 25 kg FFS type bags on 1200 kg pallets (with cardboards),
147 tons BAN NS Boric Acid in 25 kg FFS type bags on 1050 kg pallets (with cardboards),
48 tons BAN Borax Decahydrate in 25 kg bags on 1200 kg pallets (with cardboards),
144 tons BAN Etidot-67 in 20 kg craft bags on 720 kg pallets (with cardboards),
1650 tons BIG Ground Colemanite (-45 mic) in 1100 kg big bags + PE inner bags with bottom valves,
2085.00 tons

TOTAL 6831.00 tons

- 1600 tons Etibor-48 will be loaded in Eti Maden Berth and the other products are loaded in one of Çelebi Terminal's pier is determined by the Contractor's agency.
- The big bags should not be stowed on top of bulk.
- The tarpaulin branda or thick nylon must be laid onto bulk cargo.
- Big bags should be stowed in different hold.
- The big bags should be loaded in 6 tiers maximum.
- The palletized big bags should be loaded in 3 tiers maximum.
- The products are harmless, non-dangerous and non imo classed without bulk Boric Acid.
- Product types and tonnages could be changed by ETİ within 5% option.

PACKING DIMENSION & BALE WEIGHT

For Etibor-48 in 1000 kg BB

(L/W/H): APPROXIMATELY (METER) 1,10 X 1,10 X.1,12
(PACKAGE WEIGHT): APPROXIMATELY 1000 KG

For Etibor-48 in 25 kg bags on 1200 kg pallets

(L/W/H): APPROXIMATELY (MTR) 1.15 X 1.15 X.1,12
(PACKAGE WEIGHT): APPROXIMATELY 1200 KG

For Boric Acid in 1000 kg BB

(L/W/H): APPROXIMATELY (MTR) 1.12 X 1.12 X.1,20
(PACKAGE WEIGHT): APPROXIMATELY 1000 KG

For Boric Acid in 25 kg on 1050 kg pallets

(L/W/H): APPROXIMATELY (MTR) 1.10 X 1.10 X.1,10
(PACKAGE WEIGHT): APPROXIMATELY 1050 KG

For Borax Deca in 25 kg bags on 1200 kg pallets

(L/W/H): APPROXIMATELY (MTR) 1.15 X 1.15 X.1,30
(PACKAGE WEIGHT): APPROXIMATELY 1200 KG

For Ground Colemanite in 1100 BB

(L/W/H): APPROXIMATELY (METER) 1,15 X 1,15 X 0,95
(PACKAGE WEIGHT): APPROXIMATELY 1100 KG

For Etidot-67 in 20 kg craft bags on 720 kg pallets

(L/W/H): APPROXIMATELY (MTR) 1.10 X 1.10 X.1,20
(PACKAGE WEIGHT): APPROXIMATELY 720 KG

For Etibor-68 in 1000 kg BB

(L/W/H): APPROXIMATELY (METER) 0,91 X 0,91 X.1,30
(PACKAGE WEIGHT): APPROXIMATELY 1000 KG,

For Boron Oxide in 25 kg bags on 500 kg pallets

(L/W/H): APPROXIMATELY (MTR) 1.10 X 1.10 X.1,20
(PACKAGE WEIGHT): APPROXIMATELY 50 KG

THE DEADLINE FOR BIDDING: May 11th 2018 Friday, 15.30 hours (Turkish local time)

DETAILS OF SHIP

- Built date of vessel must be max 15 years.
- The length of vessel is no longer than 125 m, beam about 14.00 m, draft 6.50 m, distance between water line and top of hatch coaming 5.00 m, breadth of cargo hold about 11.00, depth 10.00 m
- In addition to the mentioned products at 2nr. Type Specification, the vessel(s) has/have not carried any cargo of waste, petrol and petroleum products, refused-derived fuel (RFD) or solid recovered fuel and specified recovered fuel (SRF) during the last one year.
- There is no necessity for vessel crane.
- Shipowner(s) and ship(s) must be a member of IACS.
- Vessel should not been under detention within a year.

The ship should be suitable for the characteristic and climatic condition of the loading and unloading ports and the ship should be have proper depth holds in order to use crane and its grabber.

The Holds of Ship: The holds of the ship(s) should be double-skinned and box-shaped type and bulk head type. The holds shall have steel floors. The holds should be at the same size with the hatches, in "OPEN HATCH" form, with an automatic opening and closing feature.

DETAILS OF LOADING PORT

Bandırma Eti Maden Berth (pier) :

Length: approximately 180 meter

Width: approximately 80 meter

Berth draft: SSW approximately 8,00 meter

1gsb (good, safe berth) & aa (always afloat)

Loading capacity: approximately 3000 ton per WWD (bulk)

Çelebi Terminal :

| Berth Length & drafts | | |
|-----------------------|------------------------------|--|
| Berth Nr. | Length approximately (meter) | Approximately DRAFT SSW (Summer Salt Water) (METER) |
| 2-3 | 284 | 9 |
| 4-5 | 324 | 10 |
| 6 | 130 | 10 |
| 7-8 | 380 | 11 for 250 meter section of berth 10 for 130 meter section of berth |
| 9 | 204 | 10 |
| 11 | 190 | 10 |

Width: approximately 80 meter

1gsb (good, safe berth) & aa (always afloat)

Loading rate: approximately 1000 tons per WWD for Big-Bag & 400 tons per WWD for pallets.

DETAILS OF DISCHARGING PORT:

1 SAFE BERTH, UDDEVALLA

130 hours at Uddevalla; weather working hours SSHEX EIU.

[working 8 hours/day (07.00 am – 15.00 pm) in Uddevalla Port]

1 SAFE BERTH, GRECKIE QUAY, SZCZECIN

130 hours at port of Szczecin per weather working day of 24 consecutive hours SSHEX EIU.

LOA MAX 125 M

BEAM MAX 14.00 M

DRAFT MAX 6.50 M

DISTANCE BETWEEN WATER LINE AND TOP OF HATCH COAMING 5.00 M

BREADTH OF CARGO HOLD ABOUT 11.00 , DEPTH 10.00 M

1 SAFE BERTH, LIEPAJA

130 hours at Liepaja; weather working day of 24 consecutive hours SSHINC.

If the ship stranded at sea and/or ports due to climatic condition and icing and/or not berth to port/terminal/piers due to same and other reasons, in this case costs, expenses borne by the Contractor.

The information as special characteristics, administrative and technical conditions, icing and other climatic conditions of the discharging port should be observed while the most suitable ship is provided by the Contractor.

That's why, all costs and expenses borne by the Contractor in case of the ship stay at sea and/or ports due to climatic condition and icing and/or not berth to port/terminal/piers due to same and other reasons.

THE LOADING AGENCY

The loading agency of Contractor must be localized in Bandırma and it must be worked as shipping agency under permit and license of TC Maritime Undersecretary and should have managed the loading operation of bulk/bags/palletized products.

THE BUYER'S AGENCIES OF UNLOADING PORTS

UDDEVALLA

Swanfalk Shipping AB, + 46 522 913 00, mail@swanfalk.se

SZCZECIN

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LIEPAJA

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